FE 144
WIRE DRAG

Diagram No. 1245 & 1246

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey ... Wire Drag

Field No. ... PBS-4556WD

Registery No. ... FE-144WD (1955-56)

LOCALITY

State ... Florida

General Locality ... Atlantic Ocean

Sublocality ... Cape Canaveral

1956-57

CHIEF OF PARTY
J.C. Ellerbe

LIBRARY & ARCHIVES

DATE ... March 7, 1957

☆U.S. GOV. PRINTING OFFICE: 1985—566-054

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

F.E. No.3 1957WD

FE 144
WIRE DRAG

F E No. 3
1957
WIRE DRAG

Diag. Cht. Nos. 1245 and 1246

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4556WD *Office No.* F.E.No.3 WD (1957)

LOCALITY

State FLORIDA

General locality ATLANTIC OCEAN

Locality CAPE CANAVERAL

194 56-57

CHIEF OF PARTY

John C. Ellerbe

LIBRARY & ARCHIVES

DATE MAR 7-1957

B-1870-1 (1)

F E No. 3
1957
WIRE DRAG

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. _____

Field No. PBS-4556 WD

State Florida

General locality Atlantic Ocean

Locality Cape Canaveral

Scale 1:40000 Date of survey 10/12/56 - 1/3/57

Instructions dated 24 August 1956

Vessel PARKER- BOWEN - STIRNI

Chief of party K.S. Ulm, C.R. Reed, & J.C. Ellerbe

Surveyed by R.C. Darling, D.G. Rushford, O.L. Doster, W.M. Lee, E.R. Scyoc, L.L. Seal, & J.S. Baker

Soundings taken by ~~fathometer~~ graphic recorder, ~~hand lead~~

Fathograms scaled by Field Party

Fathograms checked by Norfolk District Processing Office

Protracted by W.R. Kachel

Drag strips inked by: ~~Soundings penciled by~~ W.R. Kachel

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS:

U. S. GOVERNMENT PRINTING OFFICE 16—66520-1

188

Descriptive Report to Accompany Hydrographic Surveys

H-8340 (Field No. PBS-1156)
H-8341 (Field No. PBS-2456)
H-8342 (Field No. PBS-2556)
H-8343 (Field No. PBS-2656)
H-8344 (Field No. PBS-2756)
H-8345 (Field No. PBS-4556)
FE 3,1957 (Field No. PBS-4556 WD)
(Field No. PBS-4656 WD)

These Surveys were accomplished by Coast & Geodetic Survey Ships PARKER, BOWEN, STIRNI, and Launch No. 180. Chiefs of Party during the project were CDR. Kenneth S. Ulm, CDR. Clarence R. Reed, and CDR. John C. Ellerbe.

A. PROJECT: Project No. 10000-804. Original instructions dated 24 Aug. 1956. Supplemental instructions dated 3 October 1956 and 9 October 1956.

B. SURVEY LIMITS AND DATES: This project is in the general vicinity of Cape Canaveral, Florida. Field work was begun on 12 October 1956 and ended 3 January 1957. The progress of the work was hampered as the project was in a restricted area of the guided missile range. Work could only be accomplished when missile tests were not being conducted. At other times, shoran operations had to be stopped, because it was causing some interference with the Air Force. As a result, long hours and weekend work was necessary.

C. VESSELS AND EQUIPMENT: The Ships PARKER, BOWEN, STIRNI, and Launch No. 180 were used in the survey. All vessels based at Port Canaveral, Florida, in the immediate project area. The majority of soundings were taken with 808 type fathometers. The following instruments being used: 1008, 1125, 151 SPX, 160 SPX, and 164. Edo Fathometer No. 215 was used for part of the work on Launch No. 180.

D. TIDE AND CURRENT STATIONS: A portable automatic tide gage was maintained at the Air Force Wharf, Port Canaveral, Florida. MLW as furnished by the Washington Office was 1.0 Ft. on the Tide Staff. No other time or range corrections were applied. Three current stations were occupied by the Ship STIRNI using a combination of Roberts Radio Current Buoys and Current Pole. Currents were very weak at all three stations.

E. SMOOTH SHEET: Smooth sheet projections were constructed by hand at the Norfolk District Processing Office.

F. CONTROL STATIONS: Shoran control was used for the entire project. Three shoran stations were erected. Each station was located near a triangulation station. The shoran mast was located by azimuth and distance from the adjacent triangulation station and G.P.'s computed using standard methods. This location work was done by Lt. Nygren's Geodetic Party based at Patrick Air Force Base.

G. SHORELINE AND TOPOGRAPHY: Shoreline details will be taken from Topographic Manuscripts compiled from recent photographs.

H. SOUNDINGS: All depths were measured by fathometers using standard methods.

I. CONTROL OF HYDROGRAPHY: Shoran control was used for the entire project. Three stations were used in various combinations as the work progressed.

J. ADEQUACY OF SURVEY: This survey is considered complete and adequate to supersede prior surveys for charting. Some additional development could have been made of the shoal areas if time had permitted. Junctions with adjoining surveys are satisfactory and depths curves can be adequately drawn at the junctions.

K. CROSSLINES: Approximately 5 - 8% crosslines were ran.

L. COMPARISON WITH PRIOR SURVEYS: No comparison had been made at the time of this report. Comparisons will be made after smooth sheets are plotted.

M. COMPARISON WITH CHART: See Section "L".

N. DANGERS AND SHOALS: No new dangers or shoals were found. All charted dangers, shoals, and bare rocks were found as charted; no shoaler depths were found except for those listed in L, M, and N.

O. COAST PILOT INFORMATION: This information will be submitted as a separate report.

P. AIDS TO NAVIGATION: All floating aids to navigation were located by shoran or sextant fixes. Form 567 was submitted to W. O. 1/3/57.

Q. LANDMARKS FOR CHARTS: Washington Office requested CDR. James C. Tison, C&GS liaison officer with U. S. Air Force, to furnish information for landmarks directly.

R. GEOGRAPHIC NAMES: This information will be submitted on a separate report.

S. SILTED AREAS: No applicable.

T. BY-PRODUCT INFORMATION: Wire Drag investigations were made of several items in the area in conjunction with the hydrographic surveys. A separate report "Investigation of Wrecks" was submitted to the Washington Office on 12/11/56, covering this phase of the work. Standard wire drag methods were used. Shoran provided the control for both the guide and end vessels. The STIRNI was used as tender and tests were made according to standard procedures.

The following Wire Drag Investigations were Made: also CL. 21 (1957)

Sheet PBS-4556 WD, Wreck Nos. 495, 501, 845, & 1221
Sheet PBS-4656 WD, Wreck No. 502

WRECK NO. ~~495~~ 845: Wreck located at latitude 28° 34.22' - longitude 80° 18.95'. A least depth of 60 feet was obtained on the wreck by fathometer. Wreck was hung at 65.0 feet effective depth and cleared at 56.0 feet effective depth. Chart 561

WRECK NO. 501: Wreck located at latitude 28° 23.30' - longitude 80° 17.72'. A least depth of ~~46~~ feet was obtained on the wreck by fathometer. Wreck was hung at ~~53.3~~ 58.0 feet effective depth and cleared at 43.0 feet effective depth. Chart 143

WRECK NO. ~~845~~ 495: Wreck is in two sections. The northern and shoalest section lies at latitude 28° 28.70' - longitude 80° 22.90'. The deeper section lies at latitude 28° 28.66' - longitude 80° 21.95'. The wreck was hung at 49.5 feet effective depth and cleared at 46.0 feet effective depth. The deeper section has a depth of 53 feet by fathometer. Wreck is marked by obstruction buoy WRBA. Buoy location at time of survey: latitude 28° 28.51' - longitude 80° 21.84'. (45' in CL. 21 (1957)) Chart 461

WRECK NO. 1221 (Obstruction): This obstruction was not found by sonar search or dragging operations. The immediate area of the reported position was dragged to an effective depth of 41.5 feet in a general bottom depth of 44 to 50 feet.

FE 4 (1957)

WRECK NO. 502: This wreck was not found. The area was dragged by four strips with effective depths ranging from 60.0 to 66.5 feet with negative results.

H. TABULATION OF APPLICABLE DATA: See following pages.

Respectfully submitted,

William R. Kachel

William R. Kachel
Lt., C&GS

NOTE: The above named officer was not present during any of the work covered by this report. This report was written prior to the plotting of the smooth sheets.

APPROVED AND FORWARDED:

(with additional note, see below:)

Clarence R. Reed

Clarence R. Reed
CDR., C&GS

WRK:fl

Conditions under which hydrography was accomplished on the Cape Canaveral project were a little unusual. Early completions of the project was urgent and work "around the clock" was often necessary in order to dovetail the work to avoid interference with military operations. The ships were not designed for continuous operation and, due to shortage of personnel and time, the records were not as complete as could be desired for submission to the Norfolk Processing Office. However, on this date (7 February 1957) it is believed that records have been placed in good condition by office personnel under the supervision of Lt. W. R. Kachel. Although Mr. Kachel was not present during the Florida field season, his previous experience has proved very valuable.

INVENTORY OF DATA - PROJECT 10000-804

1. BOAT SHEETS:

1 ea. Sheet	Field No.	PBS-1156
1 ea.	"	PBS-2456
1 ea.	"	PBS-2556
1 ea.	"	PBS-2656
1 ea.	"	PBS-2756
1 ea.	"	PBS-4556
1 ea.	"	PBS-4556 WD
1 ea.	"	PBS-4656 W.D.
2 ea.		
1 ea. Sheet, Dinaplex,		Calibration

2. Sounding Volumes:

	PARKER	BOWEN	STIRNI	Launch 180	Total
PBS 1156	0	0	0	1	1
PBS 2456	12	0	3	3	18
PBS 2556	0	16	0	0	16
PBS 2656	11	1	3	6	21
PBS 2756	0	11	0	0	11
PBS 4556	4	1	0	0	5
PBS 4656	0	1	0	0	1
PBS 4556 WD	1	2	1	0	4
PBS 4656 WD	1	1	0	0	2
Calibrations & Bar Checks	1	1	2	1	5

TOTAL - 84 Volumes

3. Fathograms:

Ship PARKER	26 Envelopes
Ship BOWEN	36 Envelopes
Ship STIRNI	7 Envelopes
Launch 180	14 Envelopes

TOTAL - 83 Envelopes

4. TIDES:

Marigrams 15 Oct. - 17 Nov. 1956 Sent to W. O. 12-1-56
Marigrams 17 Nov. - 3 Jan. 1957 " 1-21-57
Lea. Level record and Lea. Report of Tide Station for Air Force Wharf, Port Canaveral, Florida - Sent to W. O. 10-23-56

5. CURRENTS:

3 ea. Form 270, Record of Current Observations and 28 ea. Tapes, Chronograph Sent to W. O. 1-22-57

6. MAGNETICS:

Special Report - Magnetics Sent to W. O. 1-10-57

7. TRIANGULATION:

Mis. Triangulation data for location of Shoran Stations.

8. WRECKS:

Special Report - Investigation of Wrecks - Sent to W. O. 12-11-56

SHORAN CORRECTIONS

Numerous calibrations were made by each vessel during the course of project to determine the correctors to be applied to the shoran distances.

The calibration was accomplished by taking a series of simultaneous visual (sextant) and shoran fixes. The visual fixes were then plotted on a dinaplex calibration sheet. The values were scaled off in statute miles and compared with the values as read on the shoran. The corrections thus determined were fairly consistent and a mean correction was determined for each vessel for the entire project.

Three station sites were occupied during the course of the work. In each case, the G.P. of the shoran mast was determined by computation using a near-by triangulation station and measuring azimuth and distance to the mast itself.

The positions were determined as follows:

Station PAT(Also known as BASE in some of the computations) was computed using Patrick Air Force Base, SOUTH WATER TANK.

Station DUM was computed using DUMMIT, 1934

Station COR was computed using COURTENAY, 1953

Final G.P.'s for Shoran Stations:

PAT	Lat.	28° 15' 08.602"
	Long.	80° 36' 30.550"
DUM	Lat.	28° 41' 47.565"
		80° 43' 20.268"
COR	Lat.	28° 28' 20.532"
		80° 42' 34.733"

The same shoran monitors were used at Stations COR and DUM during the entire project. Monitor #2 at COR and Monitor #4 at DUM. At station PAT, Monitor #3 was used except on 10, 11, & 12 December when Monitor #1 was put in use to facilitate repairs on Monitor #3. Corrections were computed for all four monitors where necessary.

TIDE NOTE

A portable automatic recording tide gage was in operation at Port Canaveral, Fla. for the entire project. The plane of mean low water corresponds to 1.0 feet on the staff for this station as furnished by the Washington Office in letter of 7 December 1956.

All tides needed for the periods of hydrography and wire drag were scaled from the marigrams before submitting the marigrams to the Washington Office. Curves were drawn after applying the 1.0 foot correction and tides were tabulated to 0.2 feet for hydrography and 0.5 ft. for wire drag.

TIDE NOTES (CONT.)

The tide gage was continued in operation after the project was finished and was transferred to Lt. Nygren's Geodetic Party for servicing in order to obtain a longer series of observations.

FATHOMETER CORRECTIONS

Numerous bar checks were taken by each vessel as the work progressed. These bar checks were limited primarily to the A & B scales. The bar checks were meaned, curves drawn, and correctors tabulated for each fathometer used. Correctors were tabulated to 0.2 ft. for hydrography and 0.5 ft. for wire drag.

The following fathometers were used:

Ship PARKER:	Model 808 No. 1128	19 Oct. thru 8 Nov. 1956
	Model 808 No. 164	16 Nov. thru 18 Dec. 1956
Ship BOWEN:	Model 808 No. 160XPS	Entire project
Ship STIRNI:	Model 808 No. 1515PX	Entire project
Launch No. 180:	EDO No. 215	26 Nov. thru 10 Dec. 1956
	Model 808 No. 1005	11 Dec. to End

On 17 Dec. 1956 two bar checks were taken by the PARKER using fathometer 808, No. 164. These were taken on the edge of the Gulf Stream in order to have sufficient water depth for C & D scale check. Due to the difference in temperature and salinity, the correctors resulting from these two bar checks were considerably different from the other correctors determined for this fathometer. It was decided not to use this set of correctors for reducing the soundings unless difficulty was encountered in obtaining satisfactory line crossing.

A tabulation was made of the phase shift ~~error~~ even between C & D scales to determine the D scale corrections.

FATHOMETER VELOCITY CORRECTIONS
SHIPS PARKER, BOWEN, & STIMMI
PROJECT 10,000-804
CAPE CANAVERAL, FLORIDA

SHIP PARKER — 808 FATH. #1125 — 19 Oct. thru 8 Nov. 1956

A SCALE	B SCALE	C SCALE	D SCALE
0.0 to 15.0	-1.2 to 40.0	-1.6 all	-1.6 all
-0.2 to 25.0	-1.4 to 60.0		
-0.4 to 35.0	-1.6 to 90.0		
-0.6 to 55.0			

SHIP PARKER — 808 FATH. #164 — 16 Nov. thru 18 Dec. 1956

A SCALE	B SCALE	C SCALE	D SCALE
0.0 to 11.8	~~-0.1~~ -1.0 to 40.0	-1.4 all	-1.4 all
-0.2 to 15.8	-1.2 to 50.0		
-0.4 to 20.0	-1.4 to 80.0		
-0.6 to 25.4			
-0.8 to 30.4			
-1.0 to 40.0			
-1.2 to 43.4			
-1.4 to 46.2			
-1.6 to 48.4			
-1.8 to 49.6			
-2.0 to 51.0			

SHIP PARKER — 808 Fath. #164 — * 17 December 1956 only

A SCALE	B SCALE	C SCALE	D SCALE
0.0 to 12.4	-1.8 to 60.0	0.0 to 71.4	-0.5 all
-0.2 to 17.4	-1.6 to 62.4	-0.2 to 75.4	
-0.4 to 22.0	-1.4 to 64.0	-0.4 to 80.0	
-0.6 to 27.4	-1.2 to 65.8	-0.6 to 83.2	
-0.8 to 40.0	-1.0 to 67.2	-0.8 to 87.4	
-1.0 to 47.6	-0.8 to 68.4	-1.0 to 125.0	
-1.2 to 52.0	-0.6 to 69.6		
-1.4 to 55.0	-0.4 to 71.0		

* These correctors determined from bar checks taken outside the working area on edge of Gulf Stream. Not to be used for reducing soundings unless other correctors for Fath. No. 164 give poor crossings.

SHIP BOWEN — 808 FATH. 160 IPS — ENTIRE PROJECT

A SCALE	B SCALE
-0.2 to 14.4'	* 0.4 to 40.0'
0.0 to 30.0	0.6 to 46.6'
*0.2 to 36.4'	0.8 to 52.6
0.4 to 43.0'	
0.6 to 50.0'	1.0 to 57.6'
0.8 to 55.0	1.2 to 62.0

* Corrections additive

FATHOMETER
VELOCITY CORRECTIONS

SHIP STIRNI	808 FATH. # 151SPX	ENTIRE PROJECT

A SCALE

0.0 to 20.0'
0.2 to 50.0'

LAUNCH 180	E.D.O. FATH.	BEGINNING TO 10 DEC. 1956

A SCALE

*0.0 to 17.6'
0.2 to 21.0'
0.4 to 23.0'
0.6 to 25.0'
0.8 to 30.0'
1.0 to 31.4'
1.2 to 32.2'
1.4 to 32,8'
1.6 to 33.4'
1.8 to 34.4'
2.0 to 50.0'

*Corrections addetive

LANUCH 180	808 FATH. 100S	11 DEC. 1956 only

A SCALE

-0.8 to 19.0'
-0.6 to 23.2'
-0.4 to 26.8'
-0.2 to 35.0'
-0.4 to 40.0'

LAUNCH 180	808 FATH. 100S	12 DEC. 1956 to end

A SCALE

0.0 to 37.5'
-0.2 to 50.0'

FINAL SHORAN CORRECTIONS - CAPE CANAVERAL PROJECT

SHIP PARKER

Station PAT:

		(Monitor #1 used 10,11,12 Dec. only)
+0.010	Monitor #1	Station on left dial (left side of page)
-0.040	Monitor #1	Station on right dial (right side of page)
+0.025	Monitor #3	Station on left dial (left side of page)
-0.020	Monitor #3	Station on right dial (right side of page)

Station COR:

-0.010	Monitor #2

Station DUM:

-0.025	Monitor #4

SHIP BOREN

Station PAT:

0.000	Monitor #3	Thru 11 November 1956
+0.020	Monitor #3	12 November on

Station COR:

-0.020	Monitor #2

Station DUM:

-0.020	Monitor #4

SHIP STIKKI

Station PAT:	Monitor #3	0.000
Station COR:	Monitor #2	-0.025
Station DUM:	Monitor #4	-0.015

LAUNCH NO. 180

Station PAT:	Monitor #1	-0.010	(Monitor #1 used 10,11,12 Dec. only)
	Monitor #3	+0.005	
Station COR:	Monitor #2	-0.0025	
Station DUM:	Monitor #4	-0.025	

FIELD EXAMINATION PBS-4556WD

FINAL DEPTHS ON OBSTRUCTIONS

WRECK NO.	LAT.	LONG.	MIN. HANG.	MAX. CLEAR	DEPTH
845	28-34.2'	80-18.9'	65'	56'	~~51*~~ 60
495	28-28.~~7~~ 67'	80-22.0'	49'	46'	49'
501	28-23.3'	80-~~16~~ 17.7'	55'	43'	~~44'~~ 45
1221	28-20.5'	80-24.3'	Area was dragged to depths of from 38 to 51 feet. Obstruction was not found.		

considered to be stray

*Possible stray. Next shoalest sounding was ~~61'~~ 60

ADDENDUM
To Accompany

WIRE DRAG FIELD INVESTIGATION PBS-4556WD FE 3,1957

GENERAL

The boat sheet for hydrographic survey PBS-4556 (H-8345), was used as an End Launch sheet. This will be forwarded when the smooth plot has been completed.

All drag strips are being submitted on an overlay as the Guide Launch sheet was so badly damaged the survey could not be shown clearly. This overlay may be used on either the Guide Launch sheet or on hydrographic survey H-8345.

Final corrections were applied to all shoran distances and the positions re-plotted in the Processing Office. In most instances, those on the boat sheets could not be readily identified. Some positions could not be reconciled according to data furnished and were either rejected, or adjusted using the best available information. See notes on the smooth plotter's tracings for discrepancies encountered.

Norfolk, Va.
28 Feb. 1957

Respectfully submitted,

Hugh L. Proffitt

Hugh L. Proffitt
Cartographer.

Form 712
(11-30-55)

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

18 March 1957

Plane of reference approved in
4 volumes of ~~[illegible]~~ wire drag records for

HYDROGRAPHIC SHEET FE No. 3 1957

Locality Cape Canaveral, Florida

Chief of Party: J. C. Ellerbe in 1956

Plane of reference is mean low water, reading

1.0 ft. on tide staff at Canaveral Harbor

10.9 ft. below B.M. 1 (1956)

Height of mean high water above plane of reference is 3.5 feet.

Condition of records satisfactory except as noted below:

Signature
Chief, Tides Branch

Comm-DC 34330

GEOGRAPHIC NAMES

Survey No. F.E.No.3WD (1957)

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
										1
										2
										3
										4
										5
										6
										7
										8
										9
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										25
										26
										27

M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E. No. 3 W.D.
(1957)

Records accompanying survey:

Boat sheets ..1..; sounding vols. ..1...; wire drag vols. ..3..;

bomb vols. .....; graphic recorder rolls 4-Envelopes

special reports, etc. .1-Descriptive report, 1-Smooth sheet,...

and 4-Overlay, Wire drag strips,.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		101
Number of positions checked		16
Number of positions revised		3
Number of soundings revised (refers to depth only)		3
Number of soundings erroneously spaced		0
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	0
Verification of soundings from graphic record	Time	1

Verification by L. W. Seaburg .....Total time 21 Date 3-20-57

Reviewed by L. W. Seaburg ..... Time 3 Date 3-20-57

M-2232-1

Review of Field Examination No. 3, 1957

This field examination was made to locate and determine the least depths over wrecks Nos. 845, 495, 501 and 1221 in compliance with original instructions dated 24 August 1956, and supplemental instructions dated 3 October 1956 and 9 October 1956.

Wrecks Nos. 845, 495 and 501 were found. Wreck 1221 was not found.

The result of the wire-drag examinations are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the accompanying tracing cloth overlay.

The work was applied to chart 1245, dated 1-28-57 and chart 1246 dated 10-29-56 from advance information of the present survey (chart letter 21, 1957). The cleared depth on wreck 845, charted in lat. 28°34.2', long. 80°18.9', was revised from 57 to 56 ft., and the cleared depth on wreck 501, charted in lat. 28°23.3', long. 80°17.7', was revised from 45 to 43 ft. during verification and review of the present field examination.

The present field examination supersedes information pertaining to wrecks No. 495 and 501 from wire-drag operations shown on F. E. 5 (1944). Additional demolition or deterioration of the wrecks has apparently occurred subsequent to the 1944 examination.

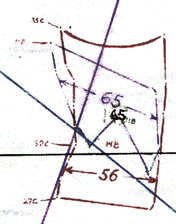
The Descriptive Report adequately covers all matters pertaining to the examination. No further discussion is considered necessary.

Reviewed by - I. M. Zeskind
March 1957

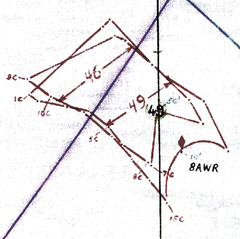
Inspected by - R. H. Carstens

80° 26'
80° 24'
80° 22'
80° 20'
80° 18'
80° 16'
80° 14'
28°36'
34'
32'
28°30'
28'
26'
24'
22'
18'

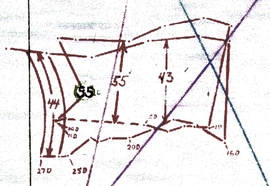
WRECK No.845 (LESLIE)
cleared by 56 ft.
actual sounding 60 ft.



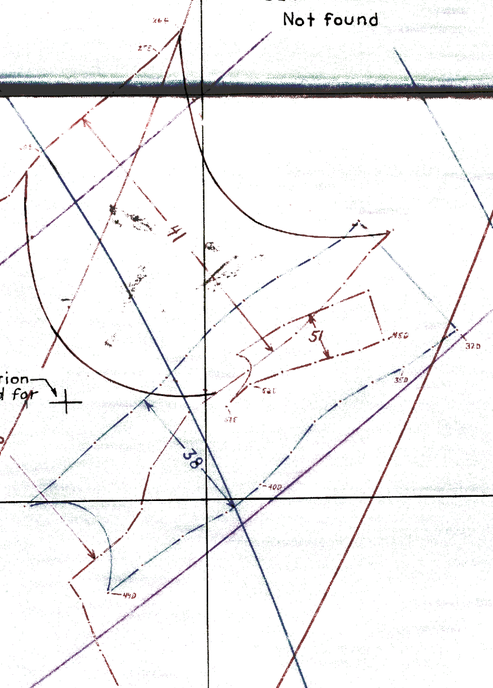
WRECK No. 495 (CLAERTES)
cleared by 46 ft.
actual sounding 49 ft.



WRECK No.501 (OCEAN VENUS)
cleared by 43 ft.
actual sounding 45 ft.



OBSTRUCTION No.1221 (unnamed)
Not found



COR

PAT

DUM

FIELD EXAMINATION No. 3 (1957)

WIRE DRAG

FLORIDA

ATLANTIC OCEAN

CAPE CANAVERAL

Date of Survey . . Oct., 1956 - Jan., 1957
Scale . . . . . 1 : 40,000
Ships . . PARKER, BOWEN, & STIRNI

SOUNDINGS IN FEET
at Mean Low Water

Ohio Shoal

80° 20'

35'

F.E. No. 3 (1957) W.D.

WRECK

The Bull

ATLANTIC OCEAN

Cable Area

Ø W Or C"A"

Ø W Or C"B"

MAGNETIC

F.E. No. 3 (1957) W.D.

wreck

Chart - 1245

VAR. 0° 30' E (1957)

28° 30'

CAPE CANAVERAL

137ft 18M

& 50m-60m

SOUTHEAST SHOAL

R"4" Fl R 4sec BELL

R"2" Fl 5sec WHISTLE

F.E. No. 3 (1957) W.D.

obstruction

F.E. No. 3 (1957) W.D.

28° 20'

Chart - 1246

80° 30'

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No.3 WD
(1957)

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3/26/57	1007	WE	~~Before~~ After Verification and Review
6/10/57	1246	N.W.B.	~~Before~~ After Verification and Review
7/1/57	1111	[illegible]	~~Before~~ After Verification and Review Completely
7-16-57	1001	A.R. Wittman	~~Before~~ After Verification and Review
10/15/57	1112	J.T. Walker	~~Before~~ After Verification and Review Completely
10/24/57	457	J.T. Walker	~~Before~~ After Verification and Review Completely
1/28/58	1245	D.H. Benson	~~Before~~ After Verification and Review Completely
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.